

and 60 as Federal Interstate 376 is critical to future economic development and the marketability of western Pennsylvania. Completion of the project is also contingent on safety upgrades at two separate interchanges.

With today's passage of the technical corrections bill, we are taking one more step in advancing the I-376 designation and in making the regional priority a reality. I thank the chairman, Mr. OBERSTAR.

REPUBLICAN PRESIDENTIAL CANDIDATE OUT OF TOUCH ON THE ECONOMY

(Ms. SUTTON asked and was given permission to address the House for 1 minute.)

Ms. SUTTON. Mr. Speaker, Senator JOHN MCCAIN admitted months ago that he wasn't an expert on the economy. And that certainly explained his comments earlier this month when he declared, "You can make the argument that there's been great progress economically" over the last 7 years. Great economic progress?

Clearly, Senator MCCAIN has not been talking with the middle class families across America who overwhelmingly believe they are worse off today than they were when President Bush took office in January of 2001. And there is a good reason they're feeling that way. Since January of 2001, health care premiums have increased by more than \$5,000 per year for the average middle class family, while college costs for their children have shot up \$2,500 a year for a public university.

Middle class families are finding it increasingly difficult to find the money for these skyrocketing costs, considering the average median income has actually fallen by more than \$900 over the last 7 years. And Senator MCCAIN calls this economic progress?

Mr. Speaker, the American middle class cannot afford another 4 years of failed Republican leadership in the White House.

WHERE'S THE PLAN?

(Mr. MICA asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. MICA. Mr. Speaker and my colleagues, talking to folks in the district last night in a telephone town hall conference and visiting with folks in my district, they want to know what Congress is doing about gas prices and energy prices. People are struggling as they try to fill up their gas tank. They're struggling when they go to the store and see inflated food costs. And so far, we haven't seen any results from Congress.

Now the other side of the aisle, the Democrats, are in charge, they've been in charge. They said they were going to take over and they would have a plan. The Speaker, the then leader on the other side, said they would have a plan.

Where is the plan? Gasoline prices when the Democrats took control were just a little over \$2. Now they're reaching \$4 in some areas. Where is the plan?

The only plan I've seen is the \$870,000 plan to replace the light in the dome of the Capitol, a 200-year payout. Where is the plan? People in America want to know where the plan is and how we're going to reduce gas prices for them and food prices for them.

GAS PRICES

(Mr. COURTNEY asked and was given permission to address the House for 1 minute.)

Mr. COURTNEY. Mr. Speaker, last night, gas prices in New London, Connecticut reached \$3.77 a gallon. When George Bush took office, they were \$1.52 a gallon. Those prices are 72 cents higher than last year in New London County, 42 cents higher than just last month. Commercial fishermen on Long Island Sound have seen their fuel costs double, truck drivers have seen their diesel prices more than double in the last year.

Dozens of Members of Congress have written to President Bush asking him, with one stroke of the pen, to change the delivery schedule for the Strategic Petroleum Oil Reserve, which is a tried and true practice that he himself exercised in 2005 after Hurricane Katrina which brought down the price of gas by 40 cents at a time when the price per barrel was \$75. Today, at \$120 per barrel, it is time for President Bush to listen to the people of this country, Members of Congress, who are asking him to exercise his power to bring down the price of gas. And our Congress, the Democratic-led Congress, is going to keep the pressure on the President until he listens to the people of this country and avoids smothering our attempts to bring this country out of recession with the economic stimulus package.

SOLVING THE OIL CRISIS BEGINS AT HOME

(Mr. YOUNG of Alaska asked and was given permission to address the House for 1 minute.)

Mr. YOUNG of Alaska. Thank God for George Bush. He's created the hurricanes, the earthquakes and the high price of gas.

There is only one group responsible for the high price of gas for the consumers of America and that's the United States Congress. They have done nothing, nothing since 1973 to increase the productivity of fossil fuels in the United States, and they still are doing nothing, Mr. and Mrs. America. They talk about it. They blame Mr. Bush. That's it. The best thing you can do is blame the other guy. The truth of the matter is that until we start drilling and until we start liquefying coal, until we use the offshore oil we have available, until we use the ANWR in Alaska, we're going to pay a lot more.

The prediction we have now, by the first of next year a barrel of oil will be, get this, \$180 a barrel, because the consumers abroad in other countries are consuming oil at a greater rate than we are. But we sit here and say we're going to solve it by putting \$800,000 on the dome of the Capitol to save, in 200 years, 10 bucks.

What's wrong with this Congress? And remember, I said "this Congress." You haven't done the job. You're not doing the job. Until we wake up, Mr. and Mrs. America, and start drilling as we should drill, you're going to pay a lot more at that tank. You think about it, \$200 a barrel 2 years from now, you'd better get a bicycle.

PORTLAND, OREGON PROMOTES CYCLING

(Mr. BLUMENAUER asked and was given permission to address the House for 1 minute.)

Mr. BLUMENAUER. Following up on my good friend, I'm glad he mentioned bicycles, because there are some people in America that are doing something to provide more choices to Americans, to burn calories instead of fossil fuels. I am pleased that my community, Portland, Oregon, was just designated a "platinum level bicycle-friendly city," the highest rating granted by the League of American Bicyclists.

Portland celebrates three decades of consistently applying policies that promote cycling, and the third consecutive year of double digit growth in bicycle ridership. This makes a big difference for real life people. It's why Portlanders are nine times more likely to ride a bicycle than the average American, and part of the rich choice menu for Portlanders with cars and transit and bicycles that ends up having them drive 20 percent less than the average American family. That translates into a savings of \$2,500 a year per family that they can spend on education, on housing, on entertainment, on investing back into the community.

I would suggest that it's time to celebrate choices, and I'm proud that Portland, Oregon, has decided to give cyclists the choices they deserve and is being honored for that effort.

CONGRESS HAS TO END EMBARGO ON AMERICAN OIL

(Mr. TIM MURPHY of Pennsylvania asked and was given permission to address the House for 1 minute.)

Mr. TIM MURPHY of Pennsylvania. Mr. Speaker, recently I met with a number of independent truckers in my district who said that many of their businesses cannot survive the current cost of diesel fuel. And many of my constituents have also said they cannot continue to pay these rising prices of gasoline, the rising prices of food.

What much of this comes down to is: Congress has to end its embargo on American oil. To say we cannot drill in the gulf coast, the Atlantic coast, the